

BEGIN OPERATION OF NEW  
BOAT LINE WEDNESDAYToday and Tonight  
in Richmond

"Lake Frances" Will Make Maiden Voyage Between New York and Richmond.

**WILL STAGE BIG CELEBRATION**

Directors of Company and Finance Committee Meet This Morning to Perfect Plans for Initial Sailing. Sale of Stock Continues.

Sailings will be started next Wednesday between Richmond and New York by the Lake Frances, one of the two steamers recently purchased from the United States Shipping Lines by the Richmond-New York Steamship Company, W. W. Ellerson, vice-president of the company, stated last night. Freight will be hauled Monday morning for the new line. Richmond merchants should notify shippers at once in order that their cargo may be brought down on the maiden trip.

Arrangements in the condition of the Hudson River steamship, the Hudson River Sanatorium, was announced by his brother, Sam W. Bigner, yesterday.

Hudson Court has adjourned for the celebration to be staged on the arrival of one of the first boats, expected to be a town in Virginia. Mr. Ellerson said, "We should have the greatest occasions in the community," he added.

**Directors Meet This Morning.**

Directors of the company will meet this morning at the Hotel Virginia, Chamber of Commerce Building to discuss routine matters concerning the boat line. Chairman T. M. Clegg, who called a committee of the finance committee of the company for this morning in the First National Bank to consider matters of distributing the organization's stock.

Sale among business men of Fulton, New York, was made at a meeting of the Business Men's Association of Church Hill and Fulton at the plant of the Fiber Board and Container Company, last night. Oscar E. Parish, president of the association, presided.

The pier New York sailings will be from Pier No. 1, East River, at the foot of Jefferson Street, and in the heart of the manufacturing and trading district of Manhattan. The local terminals will be the wharves formerly owned by the Old Dominion Steamship Company.

**Initial Trip.**

That the James River is in excellent condition for the first trip of the new boat line was shown by the consul of China, Mr. L. C. Chen, Colonel Younger and Captain Whitelock, who was in charge of the old Dominion sailings for sixteen years, and who will be in charge of the new company, yesterday afternoon.

Mr. M. Carrington, chairman of the Finance Committee and W. A. Magill of Harris, Magill & Co., operators of the line, attended a conference with business men of the Fulton and Dersburg and Hopewell. Neither could be reached at a late hour last night, although it is judged from the response in both places was generous.

Letters from Fredericksburg, Farmville, Lynchburg and other points throughout the state concerning the project are being received. It was said yesterday, no figures have been compiled to show how many subscriptions for the line. It is proposed that this compilation will be made and announced toward the end of the week in the session of the present intensive drive.

**Church Hill Gets Busy.**

Several thousand dollars worth of stock in the new New York boat line was sold last night at a meeting of the Church Hill and Fulton business men at the plant of the Fiber Board and Container Company, 3200 Williamson Avenue, Arlington. Oliver J. Sands, president of the American Federal Bank, William T. Dabney, business manager of the Chamber of Commerce, and W. A. Magill, of Harris, Magill & Co., New York, were speakers.

A definite announcement that the Lake Frances will sail from New York for Richmond next Wednesday loaded with freight for this city, was made yesterday. The products, telegram just received, and read the broad news to the crowd.

Church Hill Club, president of the Church Hill Club, also at the meeting, which was one of the most enthusiastic ever held, was present. Much satisfaction was expressed at the number of subscriptions received for the new line and the prospects of the new boat line were definitely discussed.

**Talks Are Optimistic.**

Mr. S. E. Clegg, chairman of the Finance Committee, and Mr. D. J. Donati were hosts of the club last night. A buffet supper was served. The attendance was one of the largest.

**NOT TO CALL RESERVE**

Action Contingent Upon Ability of Other Districts To Cop With Situation.

Naval reservists in the Fifth Naval District, in which Richmond and Virginia are included, are not yet called, have not been called, due to the non-existent reserves in the First, Third and Fourth Districts were recalled yesterday. Whether there will be a call depends upon the ability of the First, Second and Third Districts to supply reserves enough to make up the deficit of destroyers sailing soon for Mediterranean waters.

Commandant of the Norfolk naval base, while any call for the Fifth naval district reservists transportation will be supplied by the commandant of the base in the event reservists are not available in other sections of Virginia, are recalled to active service. Lieutenant Commander H. H. Hoogewerf, in command of the local station, announced yesterday.

**Street Car Men Celebrate.**

Locally, the street car men of the Union celebrated its first anniversary at Colombo Hall last night with gaudy decorations, dancing and singing. George C. Weston, member of the House of Delegates of Virginia, A. H. Herman, of the Virginia State and County League, more than 500 of the street car men, their families attended the celebration.

**Returns As If From Dead.**

After a silence of sixteen years, Mr. Lester, 110 North Harrison, arrived in Richmond Tuesday, and is visiting J. J. Peyton, 110 North Boulevard, and other relatives. So long a time had passed since Mr. Peyton was heard from, it was thought that he was dead.

**Lost Cash Register of Penes.**

Thieves entered through the rear door of the Boulevard Market, 2802 West Franklin Street, last night and stole a safe containing two boxes of money—\$100 each. The safe register, which was taken into the police yesterday, was found at Broad Street Sta-

COSTS MORE TO TRAVEL  
SINCE BOOST IN RATES

Twenty Per Cent Increase Changes Complexion Schedule in Virginia and Elsewhere.

Installation of the new 20 per cent increase in passenger rates on railroads throughout the United States will fairly increase the cost of travel in Virginia and elsewhere. After August 26, when the new rates will go into effect, it will cost Richmond bound for New York \$12.34 without war tax or berth. Commuters will also be hit, residents of Ashland who are employed in Richmond being given the extra 2 cents. In addition, swelling the cost of transportation from this point to the Capital, will add to Dominion to 54 cents, without war tax or berth.

Here's where the rub comes in. The city code does not provide for a mere director, so nothing. Provision is made, whereby, in the opinion of the directors, under Mayor Alstine, on an annual vacation, the president of the Board of Aldermen, or his chief executive, to chief executive's office for a few days. But no such provision is made in the case of the directors.

No provision is made in the code for appointment of any acting director during their absence nor are they authorized to appoint one to take their place. Hence, none of the directors have taken their vacations.

Heads of departments, however, are entitled to a vacation.

Interstate rates, as compiled for The Times-Dispatch by officials of the Norfolk and Western, and the Chesapeake and

Potomac, show quite clearly in comparison to the same rates, plus 6 cents in addition, which go into effect soon.

**Await Action of Commission.**

Rates in Virginia, however, will not be increased until the action is taken by the State Commerce Commission on their application for the same increase in rates that the commission has granted to the Interstate Commerce Commission.

The rate at the present time in Virginia is 3 cents a mile, with an increase asked for is 6.6 cents a mile.

Assuming that the rate is granted,

it will cost \$2.04 to travel by railroads instead of \$2.55 without war tax, as at present. Fare to Newport News by the same route will increase from \$3.56 to \$4.12, and to Boston \$4.56 to \$5.12.

A trip to Pittsburgh by day coach, war tax not included, will cost \$1.79 instead of \$1.59.

To Baltimore the fare will be \$1.64 instead of \$1.49.

Assuming that the rate is granted,

it will cost \$2.04 to travel by railroads instead of \$2.55 without war tax, as at present.

Fare to Newark, N. J., will increase from \$4.11 to \$4.62.

A trip to Pittsburgh by day coach, war tax not included, will cost \$1.79 instead of \$1.59.

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